

Panel on Transport

List of follow-up actions

(position as at 24 February 2011)

Subject	Date of meeting	Follow-up action required	Latest position / Administration's response
1. Safety of reversing goods vehicles	25 May 2007	<p>The Administration was requested to provide the following information to the Panel –</p> <p>(a) A monthly update on the progress of the improvement works on the 132 priority road sections identified in consultation with District Councils for detailed investigations on measures that could be implemented to enhance the safety of reversing vehicles; and</p> <p>(b) The number of goods vehicles which had technical difficulties in installing reversing video devices</p>	<p>The requested monthly updates were issued vide LC Papers Nos. CB(1)1970/06-07, CB(1)2177/06-07, CB(1)2294/06-07, CB(1)2386/06-07, CB(1)99/07-08, CB(1)298/07-08 and CB(1)491/07-08 on 22 June, 23 July, 22 August, 24 September, 22 October, 21 November and 21 December 2007 respectively.</p> <p>Information from the Administration is awaited</p>

Subject	Date of meeting	Follow-up action required	Latest position / Administration's response
		and those which did not have such difficulties.	
2. Central Kowloon Route (CKR) - Progress update	27 February 2009	<p>The Administration was requested to provide the following information to the Panel –</p> <p>(a) A paper detailing the measures to be taken to mitigate the air and noise impacts that might be caused by the Western Tunnel Portal of CKR to local residents including Prosperous Garden residents; and</p> <p>(b) A paper on the estimated noise impacts in terms of decibels as a result of construction of the CKR project, the noise pollution level at the Ferry Street Flyover (FSF) sections fronting Prosperous Garden, explanation of the technical difficulties in retrofitting these sections with noise barriers and why those difficulties could not be overcome, as well as details of the alternative mitigation measures under contemplation and the estimated mitigation effect expected to be achieved in terms of reduced</p>	Information from the Administration is awaited

Subject	Date of meeting	Follow-up action required	Latest position / Administration's response
		<p>decibels. The paper should also address the point that CKR might increase traffic flow on these sections of FSF and aggravate the noise problem, so that mitigation measures such as the installation of double-glazed windows and air-conditioning for the affected residents should be considered.</p>	
<p>3. Recent fatal traffic accident in Mong Kok and safety of public light buses (PLBs)</p>	<p>26 June 2009</p>	<p>The Administration was requested to submit reports at quarterly intervals on relevant issues including measures to enhance road safety and specific measures for PLBs, in particular progress made by the Administration in exploring the installation of “blackbox” (i.e. a vehicle monitoring system) and speed limiter; and statistics of law enforcement and undercover operations conducted against speeding of PLB drivers and the justifications behind as appropriate.</p>	<p>The first and second reports were issued vide LC Papers Nos. CB(1)430/09-10(03) and 2683/09-10 on 20 November 2009 and 2 August 2010 respectively. The third report was issued vide LC Paper LC Paper No. CB(1) 1288/10-11(05) on 21 February 2011.</p>
<p>4. General improvement measures to existing cycling facilities</p>	<p>28 May 2010</p>	<p>The Administration was requested to take the following actions –</p> <p>(a) Provide information on the causes of the cycling fatalities that occurred in Hong Kong from 2005 to 2009,</p>	<p>The Administration’s response was issued vide LC Paper No. CB(1)1193/10-11 on 28 January 2011.</p>

Subject	Date of meeting	Follow-up action required	Latest position / Administration's response
		<p>particularly those in Yuen Long and Tuen Mun;</p> <p>(b) Provide a breakdown of cycling accidents by those that occurred on public roads and those on cycle tracks, and details on the relevant safety measures adopted by neighbouring countries such as Singapore and Japan;</p> <p>(c) Provide the guidelines on the level of bicycle parking provision for residential developments where proper cycle tracks with direct connection to rail stations were accessible; and</p> <p>(d) Inform the Civil Engineering and Development Department of the suggestion for provision of information on the section linking Ma On Shan with Sai Kung and Tseung Kwan O, in particular the implementation timetable and target completion date.</p>	
5. Rationalization of bus routes to improve air	28 May 2010	The Administration was requested to follow up with the relevant District	Information from the Administration is awaited

Subject	Date of meeting	Follow-up action required	Latest position / Administration's response
quality		Councils on the route cancellation/amalgamation proposals regarding routes 234S, 69X, N237 and 962X, and report back on the developments.	
6. Fare increase applications from the Kowloon Motor Bus Company (1933) Limited (KMB) and the Long Win Bus Company Limited (LW)	26 November 2010	<p>KMB/LW was requested to provide for the Panel's consideration raw data on their financial performance;</p> <p>The Administration was requested to take the following actions –</p> <p>(a) Provide a supplementary paper in response to the Chairman's view that the Administration should have its own stance regarding the fare increases, and that it should address the problem that arose from the great difference between the rates of increase worked out through the relevant formula and those proposed by KMB/LW, so as to enhance public acceptability of the fare increases; and</p> <p>(b) Provide a response to the following motion passed at the meeting:</p>	<p>Information from KMB/LW is awaited</p> <p>Information from the Administration is awaited</p>

Subject	Date of meeting	Follow-up action required	Latest position / Administration's response
		"That this Panel opposes the applications for substantial fare increase made by KMB and LW, and urges the Government to, when vetting the fare increase applications by the bus companies, take into account the extremely unfair factor that the rates of increases applied for are more than three times the inflation rate. "	

Council Business Division 1
Legislative Council Secretariat
24 February 2011